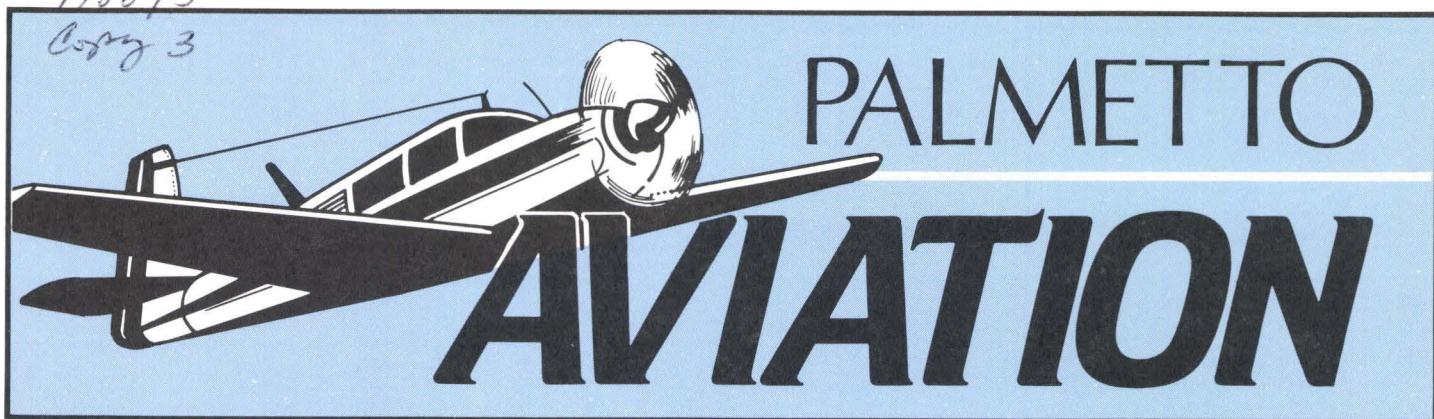


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March, 1988

Rep. Wilder Named to Broadcasters' Hall of Fame

Joe Wilder, former state aeronautics commissioner, was inducted into the South Carolina Broadcasters Association Hall of Fame during their recent convention in Columbia.

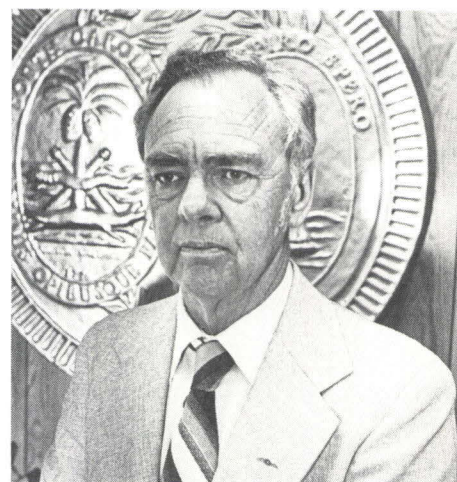
Wilder becomes the twelfth inductee in the SCBA Hall of Fame, the association's highest honor which was announced at their 40th Annual Winter Convention, Jan. 27, 1988.

Wilder, president of WBAW AM/FM in Barnwell, served a 30-year tenure with the Aeronautics Commission beginning in 1956, and was chairman of the Commission from 1980 to 1986. He is currently a member of the state House of Representatives, Dist. 91, Allendale-Barnwell, and is director of the Lower Savannah Council of Government.

During his tenure at the state Aeronautics Commission, Wilder encouraged building better and more airport facilities in the state. He also promoted and facilitated safety procedures for airports and assisted in bringing South Carolina's airports up to the twentieth century by modernizing the fleet and building the aircraft maintenance facility. The Aeronautics Commission dedicated the flight building to Wilder in May, 1987.

Wilder is also a past president of the state broadcasters association and has served as the association's vice president for radio in 1965.

His station, WBAW AM/FM received the "Small Market Radio Station of the Year" award in 1977 and 1983, and the station was presented with a Peabody Award for



outstanding community service in 1953.

In addition to serving on various state and local governmental agencies, he has been president of the Jaycees and Lions' club.

Also, he was a WWII pilot, CBI, and served as Commander of the American Legion.

Now is the Time to Learn Troubleshooting Techniques

Are you interested in learning how to diagnose mechanical problems in your aircraft?

Do you know how to troubleshoot?

We're looking for anyone who is interested in learning troubleshooting techniques for an aircraft maintenance training course the state Aeronautics Commission would like to offer.

There's one hitch.

You have to let us know if you want to take the course.

The Principles of Troubleshooting: An Aircraft Maintenance Training Course may be offered by the Aeronautics Commission in Columbia, but the course cannot be offered, until at least six people sign up.

The troubleshooting course uses a hands-on approach, so that students learn through

practical and theoretical experiences to make him an effective problem-solver.

The course is taught by FlightSafety International and consists of about one-fourth theory and three-fourths practice. During the course, a practical four-step procedure to solving problems is used, as well as, microcomputer systems which simulate real-life
See Troubleshooting, Page 6



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Editor

FAA Rule Changes

FAA Proposes New Guidelines For Mode C Transponders

If the FAA gets its way pilots will have to equip their planes with a transponder and altitude reporting devices.

The FAA issued notices recently of a proposal which would require that all aircraft be fitted with a transponder and automatic altitude reporting equipment in terminal and other controlled airspace.

The 1987 airport and airway act and the 1988 continuing resolution required the FAA to adopt a broader use of Mode C transponders. By combining both pieces of legislation, the flight agency has proposed that Mode C transponders be installed in all aircraft

which operate within 40 miles of an airport with terminal radar approach control service. Additionally, the flight agency said the transponders should be used in all other controlled airspace at and above 6,000 ft. above surface or 12,500 ft. mean sea level, whichever was lower.

The FAA said that a final ruling will be made by June 30, 1988, and would be effective no later than Dec. 30, 1990.

If you would like to make comments, please write the FAA, NPRM office in Washington, D.C., by March 28, regarding Docket 25531, Notice 88-2.

New Public Information Director Announced

Helen Munnerlyn is the new public information director for the state Aeronautics Commission, as of February 15.

Her duties with the commission include aiding the news media with inquiries, publicity for all special events and editing Palmetto Aviation.

"I am looking forward to the professional and personal challenges this position offers me," said Munnerlyn, "and I will do my best to live up to the Aeronautics Commission's high expectations."

Before coming to the Aeronautics Commission, she managed South Carolina Press Services for the state's newspaper association

for nearly four years. While there, she initiated their news clipping services and their statewide classified advertising services.

In addition, she was previously employed by the Associated Press where she wrote feature and news stories, supervised election coverage and edited their bi-monthly newsletter.

She graduated from the University of South Carolina with a BA in Journalism and is married to Joseph Munnerlyn, Jr. and has two children, Louise, 3, and Paul, 5 months old.

She replaces Wayne Phillips who is range control officer at Pointsett Range.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 1987, Columbia, South Carolina, 29202. Phone: (803) 734-1700.

Breakfast Club Announces Golden Anniversary Year

The Breakfast Club of South Carolina is celebrating its 50th Anniversary this year by announcing a special conference in Camden.

Already members have made plans for a special Golden Anniversary meeting and presentation which will be held in Camden, July 3. In addition, they will have a commemorative decal and patch which will be available for distribution later this year.

In February, members of the Breakfast Club were invited to Hilton Head by the Hilton Head Island Aviation and Pilots Association for a two-day convention. John Baker, president of AOPA, gave the keynote address on Saturday, February 20. The Sunday session was highlighted by a talk from Roy LoPresti of Piper Engineering from Vero Beach, FL.

The 1988 officers of the club were introduced at the winter meeting. They are Gerald Ballard,

president; Anne Hawkins, secretary; Fred Powell, Upper-state vice president; David Oswalt, Mid-state vice president; Rudy Brannan, Lower-state vice president; Coy Derrick, historian.

From 50 to 150 people generally attend the Sunday morning Breakfast Club meetings which last about an hour. For each meeting the format is the same, arrival at 9:30 a.m. with breakfast and the meeting at 10 a.m.

"We have rather large crowds at times," said secretary Anne Hawkins. "The club gives people somewhere to go and everyone just enjoys themselves."

The club was started in 1938 and has continued being an entertaining event through the years with membership growing annually.

If you would like to participate, Hawkins said "just show up and you are a member."



CALENDAR

March 6	Dillon
March 20	Timmons ville
March 27	Aiken
April 3	Easter Sunday no meeting
April 17	Dorchester County Airport in Summerville
May 1	Cheraw
May 15	Chester
May 22	Laurens
May 29	Twin Lakes
June 12	Sumter Municipal Airport
June 26	Clarendon County Airport
July 3	Golden Anniversary Presentation

FBO Wanted In Pickens

The Pickens County Aeronautics Commission is now accepting applications for the position of FBO at the Pickens County Airport.

If you are interested in applying for this position, please send a letter of application, resume, and written proposal of what you can offer Pickens County to the county's Aeronautics Commission office.

Persons interested should mail their applications to:

Pickens County Aeronautics
Commission
Dr. Jimmy D. Sheriff, Chairman
Route 4, Box 232
Central, S.C. 29630

Columbia Airport Begins New Service

Airports all over the United States are looking for new ways to make travelers feel better about traveling and improve existing services.

A Columbia airport has done just that.

The Columbia Metropolitan Airport has instituted a free service of jump-starting cars for travelers who return to find their car battery dead.

Airport CFR and police departments provide jump starts free of charge to people stranded in the airport parking lots. According to Charles Taylor, Airport Operations Director, a specially equipped truck is on call 24-hours a day to start about 50 cars a month in the airport's lots.

An airport pickup truck was

installed with a pair of female jack connectors on its bumper with wires going directly to the battery service to our travelers.

"It's a wonderful service," Lynne Douglas, public relations spokeswoman for the airport said, "they are totally shocked to know we have this service, and it shows we really do care about travelers. It has turned out to be a very valuable service for travelers."

A 20-foot pair of jumper cables was fashioned with alligator clamps on one end and male jacks on the other to connect to the trucks battery.

The Columbia airport paid less than \$50 to equip its pickup truck, said Taylor, and that's a small price to pay for such a big service to our travelers.

The Civil Air Patrol

The Civil Air Patrol celebrated its 46th Anniversary, December 1987, and as a way to honor them we have featured their efforts in a three-part series.

This article, the third part of the series, examines the CAP's role in emergency services., while the two previous articles dealt with the Patrol's cadet program and their aerospace education courses.



BACKGROUND

During the late 1930's, the United States civilian pilots, aviation mechanics and other aviation enthusiasts became more and more concerned with international politics. They realized a confrontation with the United States and the Axis powers was possible, which meant they had to be on guard.

Two things became obvious to them: the nation's air power had to be strengthened to its fullest potential, and secondly, that civil aircraft flights in the U.S. might be eliminated during a war. Their observation that flights might be eliminated concerned them because they felt their civil air strength should be used during a national conflict. During this period their numbers had grown to

25,000 light aircraft, 128,000 certified pilots and over 14,000 aircraft mechanics.

One thought occurred to them, 'How can I serve my country in this time fo need?' Many found their answer by joining the Royal Air Force or the Royal Canadian Air Force, but those who could not enlist, still wanted to participate. These aviation enthusiasts were prepared to defend their nation any way they could.

In 1938, Gill Robb Wilson, an aviation writer, went to Germany on an assignment. What he saw there confirmed his suspicions about Germany preparing for war. Upon returning to his home in New Jersey, he reported his findings to the governor. Wilson pleaded with the governor to use civil air fleets to augment forces in the coming war. After gaining the governor's approval, Wilson organized New Jersey's Civil Air Defense Services.

Wilson's plan, backed by General H.H. "Hap" Arnold and the Civil Aeronautics Authority utilized small planes for liaison work and for patrolling dams, pipelines, and uninhabited coastlines to guard against sabotage. Additionally, Civil Air Defense Services performed security du-



Emergency Services: Help During Crises

ties, such as policing airports and finger printing people connected with light aviation.

As the organizations grew, plans to incorporate the civilian air strength was supported by the U.S. Army Air Corps and the Civil Aeronautics Administration. The first step instituted a refresher course for civilian pilot instructors and a civilian pilot training program. These activities only provided for military use of those trained, with the objective to increase the number of civilian airmen who could be placed in military service when needed. The second phase organized civilian aviators so their efforts could be utilized in case of war. Through this second step, the Civil Air Patrol was born.

COASTAL PATROL: FIRST MISSION OF CAP

On March 5, 1942, a Civil Air Patrol coastal patrol was authorized as a 90-day experiment. Wilson organized the coastal patrol program for the Civil Air Patrol to watch for German U-boats. The CAP coastal patrol established bases in Atlantic City, NJ, Rehoboth, MD, and Lantana, FL. Pilots

arrived at the Coastal Patrol installations until the program expanded to 21 bases.

The first missions were for reconnaissance only with a crew of a pilot and observer who were in constant communication with shore bases. Their mission was to spot enemy submarines and summon the Army and Navy bomber forces.

The CAP spotted many enemy submarines and summoned the Army and Navy for help, but generally, the submarines left the area before the military forces could intercept them. It was then authorized that the CAP could carry demolition bombs and extend their range to 150 miles. Small planes could carry only one 100-lbs. bomb, with larger planes carrying bigger bomb loads.

The Coastal Patrol experimental mission was a success. As a result of its effectiveness, the program continued for another 18 months, defending the country from dawn to dusk.

During this period, the CAP reported 173 submarine sightings, had two submarines sunk, and bombed 57 submarines. It flew 86,685 missions over coastal waters for a total of 244,600 hours and over

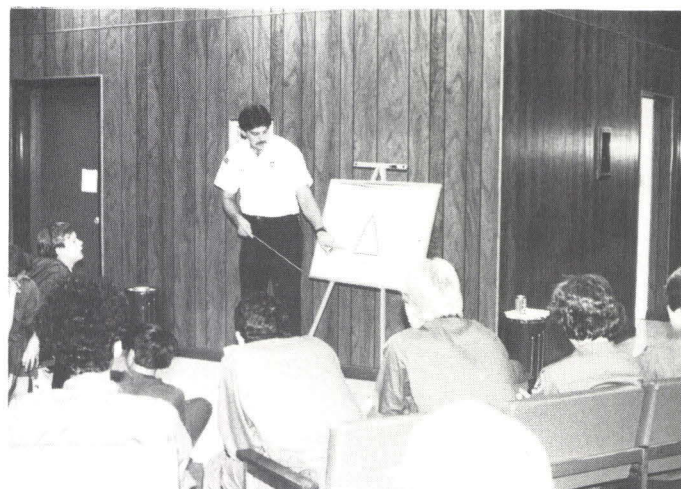
24 million miles. The CAP summoned help for over 90 ships in distress and for 363 survivors of submarine attacks. The CAP was also responsible for reporting the location of 17 floating mines and for flying 5,684 special convoy missions for the Navy.

In other wartime missions, the CAP also provided a courier service for airlift personnel and light cargo, powerline and pipeline surveillance, forest fire patrol, and border patrol for the southern U.S. boundary.

During their wartime mission 64 members died while performing duties. Times were hard on the volunteers and pay was low for those who were paid. The common daily wage was \$8 for pilots and \$5 for personnel.

The CAP flew 24,000 hours of assigned search and rescue missions and also completed 24,000 hours in out-of-pocket SAR flying missions.

There were some advantages the CAP had over military pilots. First, the CAP could fly lower and slower. Second, the pilots were more familiar with the terrain, and last of all, the CAP had ground search teams to go to
See CAP, Page 6



AOPA 1988 Handbooks Are Ready

Two main sources of invaluable information are available from the Aircraft Owners and Pilots Association, the AOPA's Handbook for Pilots and the AOPA's Airport USA for 1988.

The pilot handbook is the most useful reference manual available of its kind. It includes information on airspace structure, air traffic control, navigation and communication, emergency procedures, regulations and advisories, and meteorology.

The airports directory is a complete guide to more than 8,400 airports, seaplane bases and heliports in the United States and its possessions. The directory also includes diagrams of 2,100 airports with their published instrument approaches.

Information on more than 5,600 businesses and aviation service companies is also included in the directory.

Furthermore, the guide contains valuable information on U.S. Customs and immigration regulations, including U.S. Customs facility airports. Airports of entry in Canada, Mexico and the Caribbean Basin are also highlighted.

For the first time, the directory features a supplementary listing of airports in the Commonwealth of the Bahamas, and the Turks and the Caicos Islands.

The cost of the pilots' handbook is \$14.95, and \$24.95 for the airport directory, for non-members.

If you are interested in ordering one of these directories, please write:

AOPA Product Sales Depart.
421 Aviation Way
Frederick, MD 21701

Civil Air Patrol: Emergency Services

Continued from Page 5

wreckage sites.

The Civil Air Patrol moved over 3.5 million pounds of mail and cargo for the air forces and transported hundreds of military passengers throughout the United States.

From 1942 to 1944, the CAP also patrolled the Mexican border and reported almost 7,000 unordinary activities and radioed descriptions of over 170 suspicious aircraft.

TODAY'S CAP

Currently, the Civil Air Patrol members fly three of every four hours flown on search and rescue missions directed by the Air Force Rescue and Coordination Center. The center, located at Scott AFB, IL., coordinates search and rescue efforts in the continental United States. In Alaska, the CAP is directed by the Alaskan Air Command Rescue Coordination Center and, in Hawaii, the CAP works under the direction of the Pacific Air Forces Joint Rescue Coordination Center. The CAP also operates in Puerto Rico in cooperation with the U.S. Coast Guard and the local authorities.

The Civil Air Patrol is a non-profit, benvolent organiza-

tion dedicated to humanitarian activities. It is a volunteer agency whose members are reimbursed by the Air Force for fuel, oil and communication expenses on authorized missions.

Today's CAP is involved in airlifting blood, donor organs, medication, and civil or relief personnel to disaster areas.

Disaster relief missions may involve air surveillance of disaster areas, and air evacuations of the sick or injured. Rescue work and aid are provided during floods, tornadoes, hurricanes and other emergencies.

The Patrol maintains a nationwide network of shortwave radio stations which provide backup to state, local civil defense and Air Force communications. Within the states, the stations support disaster plans and provide communications for Civil Air Patrol search and rescue missions, in addition to other disaster relief efforts.

The South Carolina Civil Air Patrol Wing consists of 27 units throughout the state. If you are interested in more information about the CAP, contact the Civil Air Patrol Wing Headquarters for the closest CAP unit in your area. Write: HQ, SC Wing Civil Air Patrol, P.O. Box 6541, West Columbia, SC 29171-6541.

Troubleshooting Course

Continued from Page 1

mechanical problems. Each pupil is provided with system diagrams and complete computer systems.

FlightSafety said the course runs for two-and-a-half days or for a total of 20 hours. All equipment and materials will be at the training site with the cost of course \$995 per person.

This is the first time a course of this caliber has been offered in South Carolina. If you are interested in taking it, please contact Neil Baker, Aircraft Maintenance Supervisor, South Carolina Aeronautics Commission, P.O. Box 1987, Columbia, SC 29202, or call (803) 739-5411.

FYI From the FAA

Listening Sessions Replayed

During the South Carolina Airports conference held in Hilton Head, last year, the FAA held two general listening sessions. The purpose of these sessions was to discuss what was on people's minds and to respond as comprehensively as possible.

The following are questions which were asked during those sessions and here are the complete answers:

Q. How do we get pertinent information, including the correct after-hours' ATCT frequencies, published in all FAA publications? Airport sponsors should have one source to which they can go.

A. The sponsor's point of contact should be the Flight Service Station (FSS) serving the airports. The FSS will forward the information in the National Flight Data Digest. Other publications will then publish the new data on the next change date for that particular publication.

Q. What is the latest status on Automated Flight Service Stations (AFSS)?

A. We presently have eight AFSS's commissioned in the Southern Region. They are Macon, GA.; Nashville, TN.; St. Petersburg, FL.; Miami, FL.; Louisville, KY.; Anderson, SC.; Anniston, AL; Jackson, TN. All facilities, except Louisville and Anderson, now have Model 1 equipment. These two facilities operate with Leased Service A and B (LABS) equipment.

Interim color weather graphics systems are presently being installed in our AFSS's and should be complete October 1988 with LABS

equipment. No transition FSS will be consolidated into Raleigh at time of commissioning.

Q. FAA needs to provide more/better guidance on fuel farms, particularly in light of new EPA requirements.

A. FAA's interest in fuel farms deals with safety and does not overlap into environmental quality. Standards and regulatory controls for design and construction of these facilities are beyond the agency's mission.

Fixed-base operators and airport owners should look to industry standards published by the American Petroleum Institute (API) for design and construction and the USEPA or appropriate state agencies for environmental requirements.

USEPA contacts in Atlanta are Mike Williams or Steve Spurlin, at 404 347-3866.

In South Carolina, you should contact Don Duncan, Director of

Ground Water Protection Division of the Department of Health and Environmental Control, at 803 734-5332.

Q. Most guidance on pavement maintenance seems to come from various manufacturers who push their own products. Can FAA provide a comprehensive, unbiased overview? A seminar on this subject would be helpful.

A. The FAA had proposed a national engineering conference in Orlando in February 1988 to discuss, among other things, seal coats, crack sealants, and other items currently being tested. Unfortunately, this had to be cancelled due to budgetary restraints. If there is sufficient interest among airport sponsors, the Atlanta ADO will bring together experts on the subject and sponsor a seminar/conference to review the state-of-the-art. If you are interested, please contact the Atlanta ADO.

FAA Flight Standards District Office Accident Prevention Programs

The following safety meetings will be conducted by the Carolina FSDO in Columbia.

March 17
Effective Preflight Procedures
Orr Hangar
Spartanburg Airport
7 p.m.

March 22
Using the Airspace
Greenwood County Airport
7 p.m.

March 26
Effective Preflight Procedures
Aeromedical Factors for Pilots
Sponsored by the EAA
Midlands Aviation
Owens Field, Columbia
10 a.m.

April 5
Terminal Control Area
National Guard Armory
Rock Hill
7 p.m.



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- Civil Air Patrol's Emergency Services
- Breakfast Club's Golden Anniversary
- Listening Session from the FAA

... and much, much more!

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STATE DOCUMENTS

A Visit to Darlington



Rex Parrott, Darlington Airport Commission, state Aeronautics Commissioner Charles Appleby, and Leon Johnson, chairman Darlington Airport Commission welcome Sam Austin (center, dark jacket) to the Darlington Airport during a February visit. Austin, FAA manager of Atlanta Airports District Office, also toured the new airport terminal building (pictured left). The new building will have a grand opening later this spring.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.